

TRUTH IN BUDGETING ACTS

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. SHUSTER. Mr. Speaker, with several of my colleagues from the Transportation and Infrastructure Committee, today I'm introducing the third in a series of "Truth in Budgeting Acts." This bill focuses solely on water transportation—specifically the Harbor Maintenance Trust Fund (HMTF) and the Inland Waterways Trust Fund (IWTF). As you know, the previous bills also included the Highway Trust Fund and the Airport and Airway Trust Fund.

All of the bills have a common theme: taking transportation trust funds "off budget" to help meet our Nation's critical infrastructure needs and to inject some truth serum into the budgeting process. If we take the HMTF and the IWTF off budget, we not only restore the trust of those who pay into the funds, we remove the budget-driven incentive to build a surplus to mask potential deficits and justify other types of spending.

No one should question the wisdom of investing in our Nation's water transportation infrastructure. Our coastal ports and inland waterways have shaped the country's commercial and cultural history and, if properly developed and adequately maintained, will be critical to our country's leadership in the global economy of the 21st century. For example, the tugboat, towboat, and barge industry, which has operations along the Nation's 25,194 miles of inland and intracoastal waterways, contributes \$5 billion a year to the Nation's economy and moves 15 percent of the Nation's freight for less than 2 percent of the Nation's total freight bill. Ports generate significant local and regional economic growth, as well, and move nearly 93 percent of all U.S. waterborne commerce in a given year. With the volume of imported cargo moving through U.S. ports expected to triple by the year 2020, investment in our Nation's port infrastructure is all the more critical.

The infrastructure needs continue to grow. The Nation's locks and dams are aging. Many are more than 50 years old. Long delays at inland locks add to the cost of transporting goods from our farms, mines, and mills to our coastal ports. The Nation's harbors and seaports need continued maintenance and improvement as well. Dredging channels, like clearing snow from highways, is a necessary fact of life—particularly in an age when domestic and international trading depends on adequate intermodal connections. The size and number of vessels in the world's fleet continue to increase; America's ports need to accommodate these changes to ensure a position of leadership in the global economy.

While current and future needs continue to grow, unfortunately the trust funds continue to accumulate surpluses. The current balance of the HMTF is approximately \$1.9 billion and is expected to rise to \$2.5 billion by FY 04. The IWTF current balance is approximately \$370 million, and we are told the Corps has the capability of spending \$300 million annually by 2004. Something is wrong when the needs increase, the funds are available, and the monies remain "locked up" in the trust funds.

Mr. Speaker, this is important legislation that, if properly implemented, would make sig-

nificant reforms in our current transportation infrastructure financing policy. Let me assure my colleagues, however, this bill is not meant as the single solution or response to the many issues surrounding the Supreme Court's March 1998 ruling in *U.S. v. U.S. Shoe Corporation*, which invalidated the Harbor Maintenance Tax as applied to exports. That issue has prompted significant debate and controversy, particularly the Administration's proposed harbor services user fee and harbor services fund. There are other proposals as well that deserve our serious consideration. I am also aware that final changes to the budgeting process involving the IWTF will need to be discussed with Members and the various constituencies involved in inland waterways transportation.

I look forward to working with my colleagues, including the Ranking Member of the Committee (JIM OBERSTAR), the Chairman of the Water Resources and Environment Subcommittee (SHERRY BOEHLERT), the Ranking Member of the Subcommittee (BOB BORSKI), the Administration, and others. Water transportation infrastructure will be a priority for the Transportation and Infrastructure Committee throughout the Second Session, particularly as we press for truth in water transportation budgeting and for enactment of a Water Resources Development Act of 2000.

INDIA SHOULD BE DECLARED A
TERRORIST STATE**HON. EDOLPHUS TOWNS**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. TOWNS. Mr. Speaker, the time has come to declare India a terrorist state. India is one of the leading practitioners of terrorism in the world, but they get away with it by cloak-ing it under a mask of democracy. India practices terrorism internally against its minorities and externally against its neighbors.

The Coordination Committee on Disappearances in Punjab identified 838 victims of India's mass cremation policy in a preliminary report last year. It published their names and addresses. These young Sikhs were abducted by the police, tortured, and murdered, then the police disposed of their bodies. This policy amounts to nothing less than terrorism against the Sikhs of Punjab, Khalistan.

Tens of thousands of Sikh political prisoners continue to rot in Indian jails without trial. They are not the only ones. After an Indian airliner was hijacked in November, India agreed to release several prisoners. According to the Los Angeles Times, India violated international law by holding these prisoners without charge or trial.

On December 20, according to Reuters News Service (as reported in India West), Pakistani police arrested a man who confessed that he was an Indian agent and that he planted bombs that killed 9 people. Clearly, this is a terrorist act sponsored by the Indian government.

The book *Soft Target*, written by two Canadian journalists, proved that India blew up its own airliner in 1985, killing 329 people. In 1991, the Indian intelligence service, RAW, masterminded a hijacking of an Indian plane. These acts give us reason to suspect that In-

dia's hand may have been behind the recent Air India hijacking.

In November 1994, the *Hitavada*, a well respected newspaper in India, reported that the Indian government paid Surendra Nath, the late governor of Punjab, one and a half billion dollars to foment terrorism in Punjab, Khalistan and in Kashmir. Can anyone deny that a country which would do this is a terrorist nation?

The Indian government intelligence wing, RAW, supported the militant Liberation Tigers of Tamil Eelam to gain control of the port of Trincomeli. India Today magazine reported that the leader of the LTTE was entertained by the Indian government in one of Delhi's best hotels. Later, India turned against the LTTE and invaded Sri Lanka to crush the LTTE freedom movement. The Indian government has blood on its hands.

The Indian government has murdered minorities in massive numbers. Over 250,000 Sikhs since 1984, over 200,000 Christians in Nagaland since 1947, more than 65,000 Kashmiri Muslims since 1988, and tens of thousands of Assamese, Manipuris, Tamils, Dalits, and others have been murdered by the government of India. The State Department reported in 1994 that the government of India paid more than 41,000 cash bounties to police officers for murdering Sikhs.

Hindu militants allied with the government have burned down Christian churches and prayers halls, murdered priests, and raped nuns. Hindus affiliated with the Vishwa Hindu Parishad surrounded the jeep of missionary Graham Staines and his two sons, ages 8 and 10, and burned them to death. The VHP is part of the same umbrella organization as the ruling BJP. In 1997, police broke up a Christian religious festival with gunfire.

Last year, Indian Defense Minister George Fernandes organized and led a meeting with the Ambassadors from Cuba, Red China, Russia, Iraq, and Libya aimed at creating a security alliance "to stop the U.S." India supported the Soviet invasion of Afghanistan and votes against American interests consistently. The time has come to take strong measures against India's brutality and terrorism by declaring India a terrorist nation.

Mr. Speaker, recently the Council of Khalistan issued a news release on Indian state terrorism. I would like to place it into the RECORD for the information of my colleagues.

[From the Council of Khalistan, Washington, DC, Jan. 13, 2000]

U.S. SHOULD DECLARE INDIA A TERRORIST
STATE

WASHINGTON, D.C., JANUARY 13, 2000.—Dr. Gurmit Singh Aulakh, President of the Council of Khalistan, called on the United States government to declare India a terrorist state. "India is one of the leading sponsors of terrorism in the world," he said.

Earlier this week, Mandeep Singh Sodhi, a 27-year-old Sikh in Uttar Pradesh burned himself to death to protest police abuses against his family. The Los Angeles Times reported that India violated international law by holding the prisoners who were released without charge or trial. There are tens of thousands of Sikh political prisoners rotting in Indian jails without trial. On December 20, according to Reuters News Service and India West, Pakistani police arrested a man who confessed to being an Indian agent and to planting bombs that killed 9 people.

Responding to some recent reports, Dr. Aulakh said that he "would not put it past"